

2022/4114 - 46 Blythwood Road Hornsey London N4 4EX

Approval of details reserved by conditions 3 (materials), 4 (cycle parking), 5 (refuse) and 8 (hydrological and hydro-geological impact assessment) of HGY/2021/2612.

Updated response 11/5/23

This AOD application relates to several conditions of the parent consent 2021/2612, which is for the following;

*‘Demolition of 1 existing garage, excavation to erect a part two storey, part three storey dwellinghouse with lower ground floor level with front and rear lightwells, removal of two trees within the site with proposed replacement tree in rear garden, associated front and rear boundary soft landscaping and boundary walls, gates and bin enclosure.’*

Transportation are commenting on condition 4, which is as follows;

*‘Details of the type and location of secure and covered cycle parking facilities which include details of wheeling channels, shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development. The development shall not be occupied until a minimum of 3 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.’*

*Reason: To promote sustainable modes of transport in accordance with policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.’*

Transportation have reviewed the initial submission for this application and commented previously, raising some queries. The applicant has now provided additional information to detail the proposed cycle parking arrangements and clarified as necessary.

The external cycle parking is to be located within a timber store, and drawings submitted show that three cycles will be able to be stored, to be secured to Sheffield stands within the

external store, and the external doors to the store will be lockable. No details of the intended locking system are shown, it is recommended a mortice lock or similar is utilised.

It is noted that the single cycle storage shows the Sheffield stand adjacent to the side wall, it may need to be relocated slightly to enable securing the single cycle, this is not problematical.

A charging socket for ebikes will be included within the store, and a galvanised steel 'U' channel 120mm wide will be fixed to steps used to access the cycle store.

The proposed arrangements are acceptable to transportation.